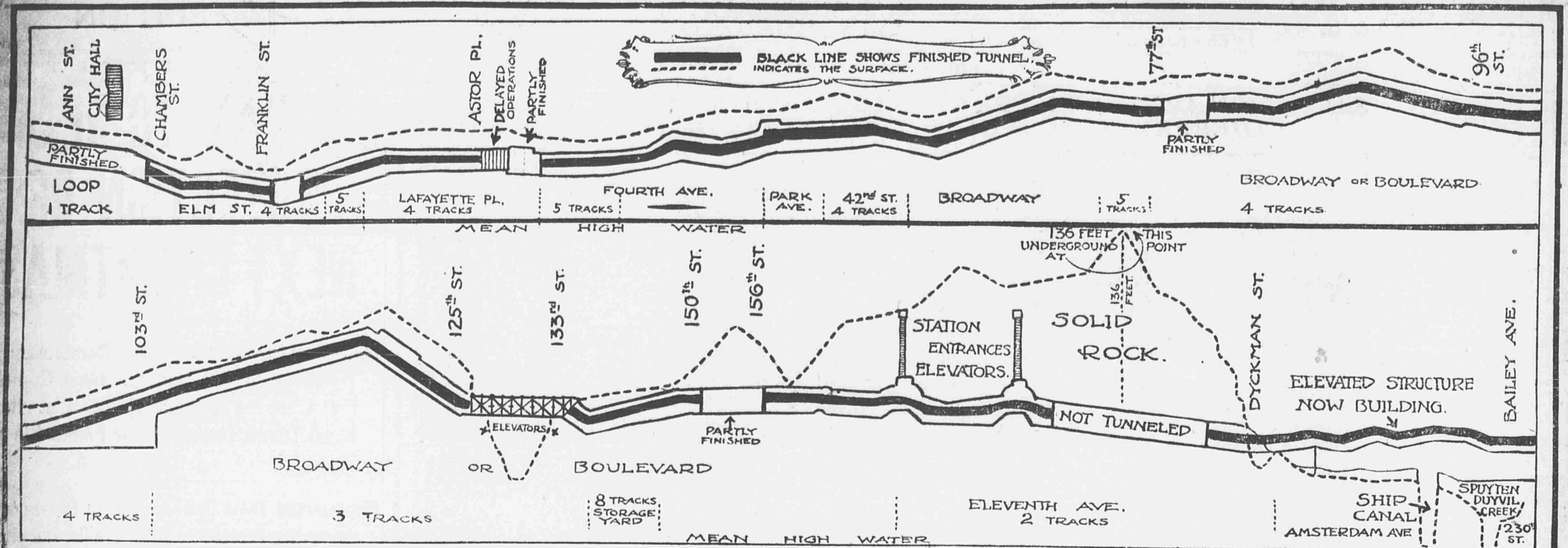


MAP OF RAPID TRANSIT SUBWAY, SHOWING THE PROGRESS SO FAR MADE TOWARD COMPLETION OF TUNNEL AND ELEVATED SECTIONS FOR OPERATION NEXT CHRISTMAS.



the two tie-ups it is inappreciable. No one knows of any additional effort. The Brooklyn elevated system and the Chicago elevated roads are not hampered by storms of this nature. They continue to run as usual.

PASSENGERS PUT IN PERIL OF LIVES.

Many of the trains on the Third Avenue line were stalled between stations and the passengers were compelled to leave the cars and walk along the narrow footpath, near the live rail, to the nearest station. Some of the women refused to run the risk and for hours they sat in the cheerless trains looking from their dismal car windows into the rooms of flat-dwellers where Christmas trees sparkled brightly and where there was good cheer and warmth.

No one connected with the Manhattan Railway Company in an official capacity was at the general offices of the company this morning. A half-frozen little boy announced that all the "bosses" were home with their children and perhaps did not know that the whole system was "dead." No one could be found who could say what was being done to move the trains. The common employees knew only one thing, and that was that the trains were stopped again and that the motormen and conductors were not making efforts to move.

This complete stopping of the elevated traffic is interesting in view of the promise which Vice-President and General Manager Skitt made only yesterday in a letter to Mayor Low, replying to a communication from the Mayor. This promise is:

"Referring to your final question as to the number of trains during non-rush hours, in view of the facts above stated, I can assure you that, with the complete installation of electric trains, we shall be able to and will provide a service that will leave no ground, in non-rush hours, for reasonable complaint, by running, at such hours, as many trains as the public comfort and convenience may require."

And this morning a man couldn't ride from City Hall to Chatham Square on the elevated if he paid a hundred dollars instead of a nickel.

TO HARLEM IN FIFTEEN MINUTES IN SUBWAY BY NEXT CHRISTMAS.

"To Harlem in fifteen minutes" will be the realization of a year from today. It is the present purpose of the Interborough Transit Company that New Yorkers shall then have a Christmas present in the shape of a ride through the system from City Hall to beyond Harlem. A month before that time trains will be running, it is predicted, but will not be used for general traffic until everything in connection with the equipment and management of the train service has been fully tested and found to be in thorough working order. Then will come the throwing open of the great enterprise to the general public.

The wonderful progress made in the road's construction may be judged by this one fact. Before the middle of next month the work of laying the railroad tracks in the subway will begin simultaneously in several sections now completed. Nothing but the failure of the contracting firms to deliver the materials on time can prevent this achievement.

To Install an Electric Plant.

Simultaneously the work of installing the great electric plant will begin, and before the year has expired it is believed that the first train will be sent over the system at least to a point beyond the Harlem River, and, too, on the westerly and easterly sections of the underground road.

This information was gathered not from one man connected with the great enterprise in an official way, but from a dozen heads who are capable of telling to a certainty what can be expected as a result of the personal accomplishment.

Thus the various contracting firms charged with the work of building the tunnel proper—excavating, cutting through rock, crossing canal and streams with spans of steel, building stairways and platforms, and the men who have in charge the work of laying the tracks and installing the electric plant—tell what they have accomplished and when their individual contracts will be completed. These reports, figured on by the officers of the Interborough Rapid-Transit Company, furnish the basis for the statement that within the coming year traffic will be open in the subway.

Cars Now Being Built.

Not only are the tracks for the railroad now making, but the handsome cars, which will be run in trains of four and seven cars each, are already building. These cars were planned last summer, and two sample cars were

built according to the requirements of the contracts. The sample cars were critically examined and tested over roads in New Jersey. They were personally inspected by the road managers, and several changes were suggested.

Chief among these for the sample cars were found to be fine specimens of the car-builder's art—the making of them practically fireproof. Beneath the floors and immediately it was arranged to place layers of asbestos, and in the construction of the car frames themselves it was demanded that fireproof wood be used as far as practicable.

Four of the largest car-building concerns in the country are now engaged in the construction of the cars. These builders have contracted to have the cars ready in ten months. Of course, this time part of the contracts applied to the building of a certain number of cars, but sufficient in number, however, road on time as at present scheduled, road on time as at present scheduled. The contracts for the building of the cars were signed and forwarded a few days ago.

Stations to Be Decorated. Thousands of other details not so important have been completed, even to the letting of the contracts for the interior decorations of the tunnel way stations, express and local. Already the designs have been decided upon, and several of the stations have been completed and work is being rushed on quickly.

Another detail is the planning of electric elevators for the express stations at the City Hall. These have been made and are awaiting the completion of the underground work on Park Row before they can be installed. These elevators will carry passengers on an inclined plane to the surface of the street and vice versa.

The City Hall station for local traffic is practically completed, nothing remaining to be done but to build the steps. Workmen are at present engaged in building the handsome tile-work station dome, which, when lighted by a myriad of electric lights, will fill the interior of the station with a flood of light. The tile work now being done by the skilled workmen is worthy of mention here, although it is but a mere detail of the immense enterprise itself. Arching pillars of green and white tile alternate and meet the edges of a large circle in the center of the ceiling. Up from the circle gracefully arches the dome, also done in variegated tiles. Electric lights are concealed in the dome, shading mild but efficient rays.

Work at City Hall.

The local City Hall station and platform are now being built. The

CHIEF ENGINEER PROMISES SUBWAY TRANSIT WITHIN YEAR.

Chief Engineer William Barclay Parsons made these statements about the subway work:

Road will be in readiness for traffic by next Christmas day.

Ninety-five per cent. of the excavating and tunnelling is already done.

Fifty per cent. of the street surfaces have been restored.

The laying of the railroad tracks will begin at once.

Four big concerns are already at work manufacturing subway cars.

forms, and the entire interior of the tunnel proper, reaching all around the loop under City Hall Park are completed. Beneath the ends of this loop run the tracks of the express trains which will whiz down from Harlem and Westchester County at forty miles an hour. Work on this express section is going forward very rapidly underground, so rapidly, in fact, that within a few months Park Row will be clear of all surface obstructions, the street surface will have been replaced and the work of laying the tracks begun.

Because of the remarkable engineering difficulties encountered at this point it is explained, the work has been greatly delayed. Probably at no point along the route of the subway has more actual inconvenience been offered to retard the progress of the work. Two subway lines have been built—one below the other. When the work on the upper or local subway was finished it became necessary to delve beneath the foundations of the local road and start the work of tunnelling for the express road. This work has brought the engineers below the foundations of the big buildings on Park Row, entailing re-courses to remarkable and ingenious engineering devices to insure safety. A very small space remains to be excavated on Park Row. That is the section between Canal and Beekman streets. Thus, travelling northward, the section from Beekman to Pearl street is finished.

Ready to Clear Street.

All of the steel work has been put in place. The concreting has been finished, and the tunnel-way has taken form. In this section nothing remains but to replace portions of the street surface and to put down the tracks. From Pearl to Franklin street the work is still in an unfinished shape. The street is torn up, tracks are being practically laid out, and the work of laying the tracks can begin at once.

From Ninth street along Fourth avenue to Forty-second street, to Sixth avenue to Broadway, to Seventy-seventh street, the greater part of the work is completed. All of the steel work has been put in position, the concreting done, and conduits placed. The building of the tunnel is practically finished. In places in this section has already been done, and most of that territory has been covered over by the replacing of the street surface.

This does not wholly apply to the work under the Fourth avenue tunnel, but that has reached a stage of completion which warrants the contractors in saying that this section of the work will have been finished. This is the section where the dynamite explosion killed Mr. Terry. Here will be built one of the largest stations on the line.

Great Steel Viaduct. From out the face of the rock at One Hundred and Twenty-fourth street comes the tunnel proper. Below is what is known as the Manhattan valley. Across this valley is the face of a hill of rock. Across this valley, fourth to One Hundred and Thirty-third street is building a steel viaduct which will carry the tracks over the street and the surface of the street and vice versa.

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Unidentified Man Stricken.

A well-dressed man, about sixty, found lying at Seventeenth street and Eighth avenue, suffering from apoplexy. A woman was taken to the New York Hospital. No mark of identification, not a card, letter, initial mark nor even a key was found in his clothing.

TEN THOUSAND ENJOY BIG TIM'S XMAS FEAST

Great Army from the Bowery Lodging Houses Admitted to the Rooms of the Timothy D. Sullivan Association in Hungry Battalions—Festivities Last All Day.

Ten thousand hungry men who live in the lodging-houses along the Bowery accepted the bounty of Timothy D. Sullivan to-day in the shape of a Christmas dinner at the rooms of the Timothy D. Sullivan Association of the Sixth Assembly District, at No. 237 Bowery. Early in the morning a line of men formed along the Bowery for several blocks waiting for the signal for the beginning of the feast.

Of the 10,000 who were fed 3,200 received personal invitations from Mr. Sullivan, which were sent to them in the seventy-four lodging-houses that line both sides of the Bowery from Canal street to Cooper Union. These invitations read:

Dear Sir: I cordially invite you to attend a Christmas dinner to be given by me on Thursday, Dec. 25, 1902, at the rooms of the Timothy D. Sullivan Association of the Sixth Assembly District, No. 237 Bowery, at 11 o'clock A. M. Yours very truly, TIMOTHY D. SULLIVAN.

Sullivan Out Early. This was the seventh annual Christmas dinner that "Big Tim" has given to the poor and homeless men of New York. He and "Little Tim" were on hand at 6 o'clock to take personal charge of the dining of the great throngs that clamored for admission to the association's rooms.

Owing to the size of the room where the dinner was given only 200 men could sit down to the long tables at a time, so that the dinner was a continuous performance that lasted until midnight, and many of the last to sit down to the great feast had stood out in the snow for several hours in order to keep their places in the line.

The ten thousand meals that were handed out consisted of a generous helping of turkey, duck, goose or chicken, potatoes, salad, cranberry sauce, rice bread—half a loaf to each man—and a big piece of mince pie. Guests had the choice of either beer or coffee as a beverage.

Now the best part of Tim Sullivan's

The Master of Ceremonies. "Little Tim," the Alderman, or "Boston Tim," as he was called when his powerful cousin called him from a Boston school to make him leader in the place of the Sixth Assembly District Tammanyites and "confidential man" in transactions with the New York Central and other corporations with legislative desires, was master of ceremonies at the big dinner to-day, and he was able to call most of the ten thousand hungry guests by their given names as they grasped his hand and passed into the dining hall.

The names of the families receiving

the big van were kept busy all day yesterday carrying the baskets to their various destinations, and forty skilled packers worked nearly all the preceding night putting up the dinners.

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SIX THOUSAND ARE FED BY THE EVENING WORLD.

Basket for Each Family Contained Enough to Feed Six Persons.

The Evening World was host to 6,000

Each of the 1,000 dinners distributed by the paper yesterday to deserving poor families contained ample food for six persons. The baskets, which were prepared by the Biographical Company, weighed thirty pounds each.

Every year since its inception The Evening World has done something to make Christmas happy for the poor. For the first twelve years toys were given annually to thousands of children. For the past three years Yuletide charity has taken a more practical form. In order that the Evening World's guests might be the most deserving of the many needy families of Greater New York the task of distributing the

XMAS BRINGS DEATH TO THESE

Richard Eakins Smitten Suddenly, as Was His Brother Just a Year Ago To-Day, While on His Way Home.

BODY FOUND IN HALLWAY.

Christmas is a fatal day with the Eakins family. Richard Eakins, a night watchman at the Continental Hotel, Broadway and Twentieth street, died of heart disease to-day and one year ago his brother George died exactly the same thing.

Richard lived at No. 209 Third avenue with his wife and two children. He was at work as usual last night. He left the hotel shortly after 10 o'clock this morning to go home. At 10 o'clock Fred Eakins, who lives in the same house with Richard, was going out and stumbled over the body of a man in the hallway.

When he looked at the face he saw it was Eakins. He called Policeman Hodgins of the East Twenty-second Precinct, who sent for Bellevue Hospital ambulance. Dr. Hyde responded, and after examining Eakins said that he had probably died of heart disease. Coroner Jackson granted a permit for the removal of the body upstairs, where the widow and two fatherless children had been waiting the home-coming of their breadwinner to participate in a Christmas celebration.

Eakins' brother George was janitor of No. 232 East Twenty-fourth street at the time of his death. He was also found in the hallway by one of the tenants.

Corbett and Sullivan to Speak.

TOLEDO, O., Dec. 25.—At the Salvation Army dinner to the poor of Toledo

James J. Corbett and John L. Sullivan will address the assembled diners. Sullivan and Corbett volunteered to act as waiters at the dinner, but the Army suggested that they make speeches.

200 PERSONS IN RAILROAD WRECK.

All Are Shaken Up and Bruised in a Passenger Collision on the Chicago and Alton.

BLOOMINGTON, Ill., Dec. 25.—The projection of a heavy freight engine onto the main track of the Chicago and Alton in Atlanta, Ill., resulted in the wreck of the southbound passenger train from Chicago. The express car and baggage car and smoker were telescoped and overturned, while the engine plumed into an embankment.

There were 200 passengers on the train and all were badly shaken up and bruised.

AN IMPORTANT TEST.

Your Life May Be Prolonged by Applying It. Do you realize the importance of the Kidneys and Bladder? When diseased they make a lot of trouble—tear down the system and create gravel (Stone in the Bladder). Women often suffer from so-called "female weaknesses," when their trouble really lies with the Kidneys and Bladder. Try this stand 24 hours. If there is a sediment, a cloudy or milky appearance, your Kidneys are sick. If you are obliged to urinate often, especially during the night; if your urine stains linen, if you have scalding pains in passing it; if your back pain, your bladder and kidneys are diseased. You should at once take the greatest of all Kidney medicines, Dr. David Kennedy's Favorite Remedy. It has cured the most distressing cases.

It corrects the bad effects of beer or whiskey, will cure old and chronic cases of Rheumatism and Dyspepsia, and acts gently, yet promptly on the bowels. Favorite Remedy is sold in two sizes, 50c. and \$1.00 per bottle.

Trial bottle free. Apply to W. S. Rockey's Drug Store, 314 and 316 st. 10th ave. and 42d st., New York or mention Evening World and name of Dr. DAVID KENNEDY CORPORATION, Rondout, N. Y.

After-Christmas Clearance.

A hurried gathering of values that must make a hurried exit. Instances where profit and cost take secondary consideration to clearance and Bargain Friday. You can best realize the buying power of your dollars by a trip through the store—picking the fattest plums from the various department branches. Never mind about the cash—you've got credit to do the buying.

Jackets—Fine kersey material, lined throughout with satin, cuffs and black; value \$12.99. 6.75

Skirts—Walking or dress lengths, made of all-wool chevrons and heavy-weight meltons; some trimmed, others plain; black. 2.10

Women's Suits—Tailor-made and Walking; over 60 various Suits, and meltons; in fly fronts and Norfolk styles; black and navy; 7.95

Long Kimonos—Made of outing stripes and checks, with solid borders to match; value \$11.99. 6.9c

Waists—Flannel and albatross, with fronts of fine tucks, French backs; taken from the regular stock; some worth as much as \$1.95. 85c

Women's Underwear—Heavy Cotton, fleeced lined Vests and Pants, all sizes; worth 25c. 12.5c

Women's Hose—Black 1 in. eod, ribbed top and all sizes; worth 9c. 5c

Children's Hose—Cotton, double knees, heels and toes, 6 to 8c. 5c

Men's Socks—Black or natural heels and toes; worth 12c. 9c

Handkerchiefs—Lace and embroidered, 25c. 15c

Collars and Cuffs—Lace and embroidered, 25c. 15c

Children's Handkerchiefs—Lace and embroidered, 25c. 15c

Children's Socks—Lace and embroidered, 25c. 15c

Children's Collars—Lace and embroidered, 25c. 15c

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